

## CLAIMS

1. A steering system for vehicles comprising a frame with a front axle and a rear axle, at least one of these carrying two steered wheels, the wheels of each axle being driven by a hydraulic motor via a differential unit, the steered wheels being connected, for steering control, to a cylinder-piston unit fed by a usual power steering device, characterised in that at least the hydraulic motor associated with one axle is of variable piston displacement, and is associated with piston displacement adjustment means governed by the position of the cylinder of the cylinder-piston unit which controls the steering.
2. A steering system as claimed in claim 1, characterised in that the cylinder of the cylinder-piston unit controlling the steering is connected, via a ball joint enabling small hydraulic movements to be undergone perpendicular to the piston rod, to linkage means connected to the means for adjusting the piston displacement of the hydraulic motor.
3. A system as claimed in claim 2, characterised in that said linkage means comprise a slide connected to the cylinder by said ball joint and carrying at least one cam follower roller which acts on a cam, the movement of which is transmitted to the means for adjusting the piston displacement of the hydraulic motor of one of the axles.
4. A system as claimed in claim 3, characterised in that said slide carries a second cam follower roller acting on a cam the movement of which is transmitted to the means for adjusting the piston

displacement of the hydraulic motor of variable piston displacement associated with the other axle.

5. A system as claimed in claim 4, characterised in that the cam movement is transmitted to the means for adjusting the piston displacement of the second hydraulic motor of variable piston displacement by a sheathed wire.
6. A system as claimed in claim 3, characterised by comprising means for withdrawing the cams from the respective cam follower rollers in order to deactivate the system during fast vehicle travel.